

County of San Diego

Draft Active Transportation Plan

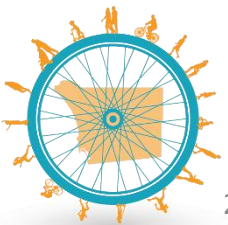
Public Workshop and Stakeholder Meetings

June 2018



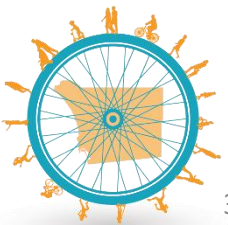
Workshop Purpose

Gather Public Input, Feedback, and Comments



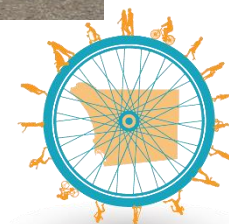
Workshop Goals

- Review Planning Framework
- Introduce Draft Plan
- Evaluate Draft Bicycle Network



What is Active Transportation?

- Active Transportation is any form of non-motorized travel; walking, or bicycling



Strategic Plan Linkage



LIVE WELL
SAN DIEGO

Building
Better
Health

Living
Safely

Thriving

- Building Better Health (2010)
 - Increased Physical Activity
- Living Safely (2012)
 - Neighborhoods are safe to live, work, and play
- Thriving (2014)
 - Built and Natural Environment
 - Active Transportation

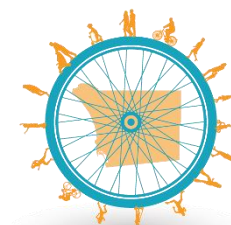
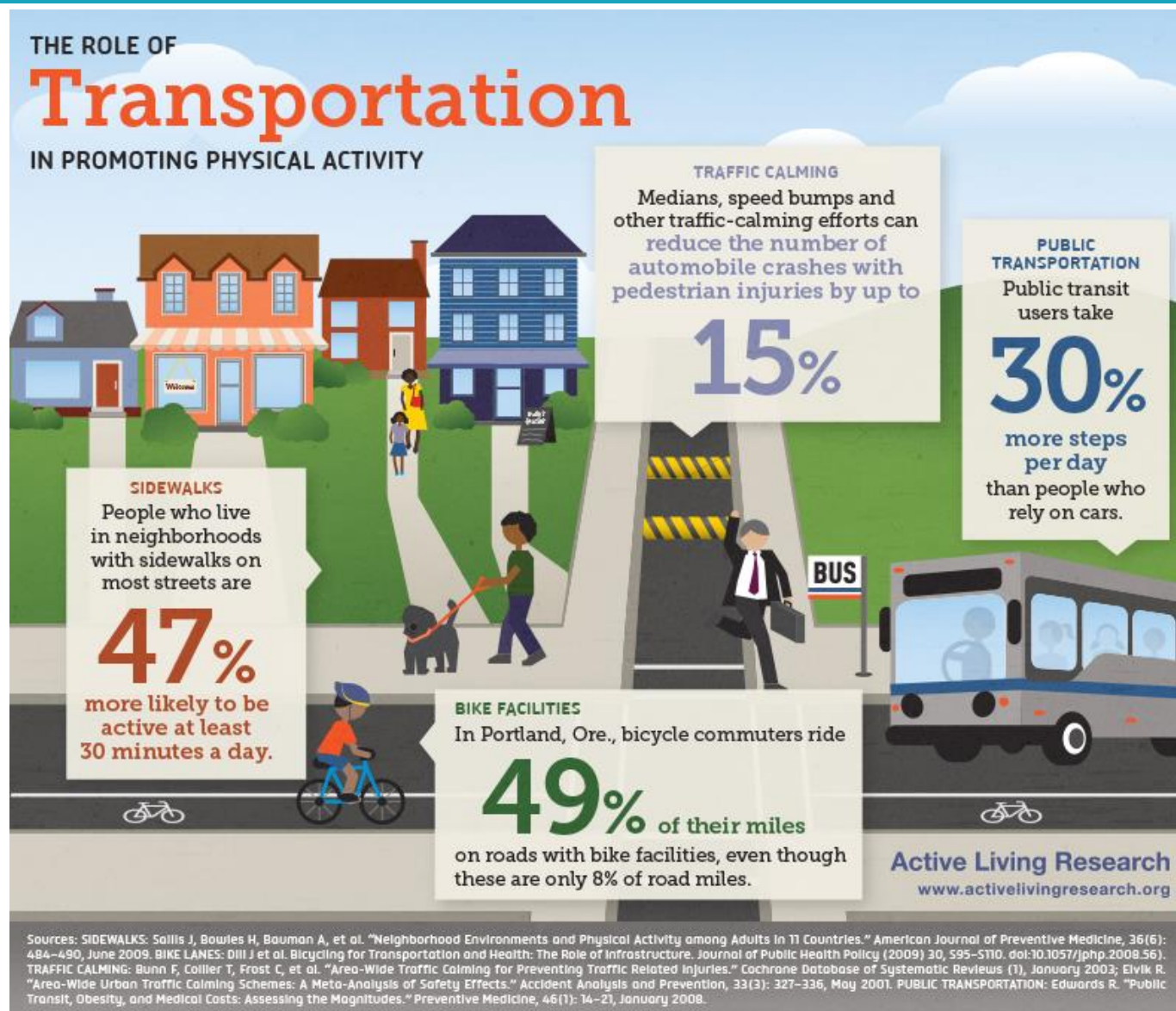


Strategic Plan Linkage

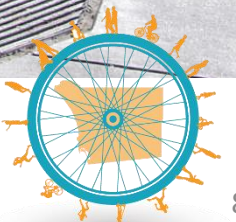
THAT THREE NUMBERS AFFECT US ALL:



Public Health and Transportation



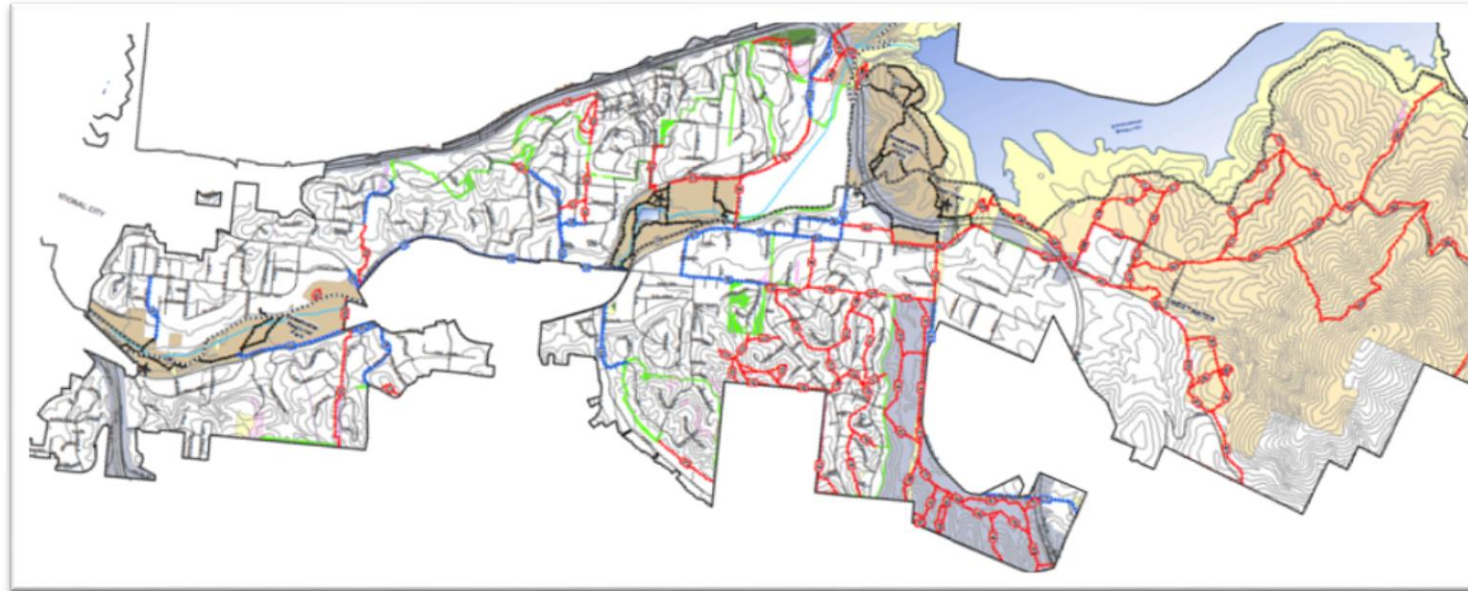
Public Health and Transportation



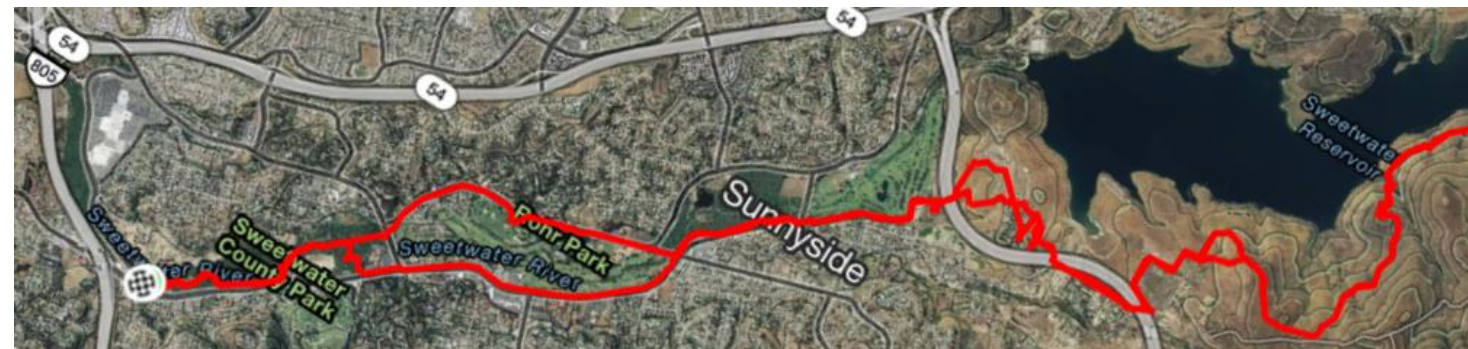
Trails as Transportation Network

General Plan Policy M-11.8: Coordination with the County Trails Program

- Trips are not exclusively recreation or transportation; they can be both simultaneously.
- The ATP network of bike and pedestrian facilities connects to the open space and off-road networks of trails and multi-use pathways/trails.

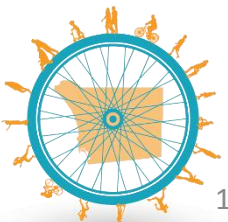
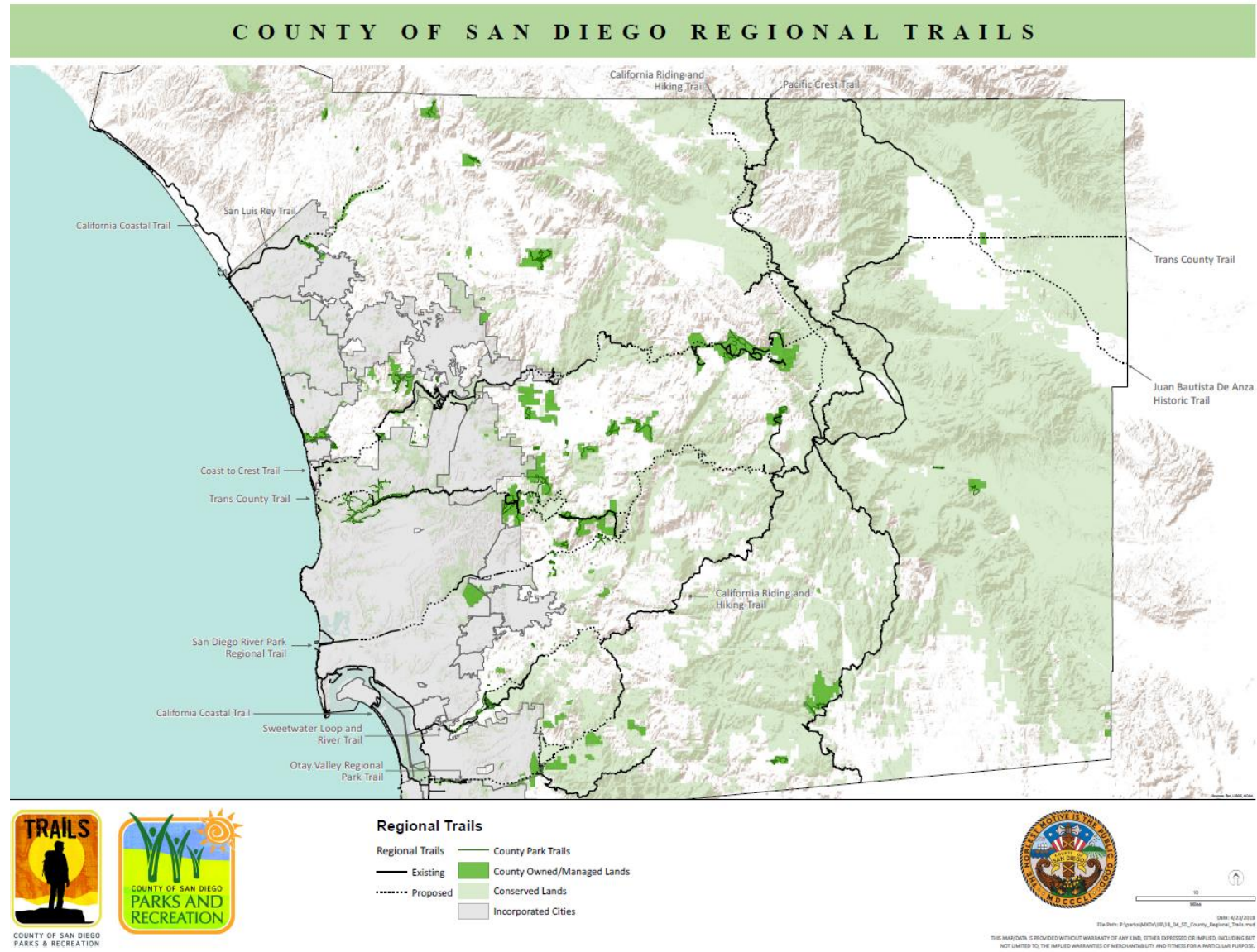


Sweetwater CTMP MAP



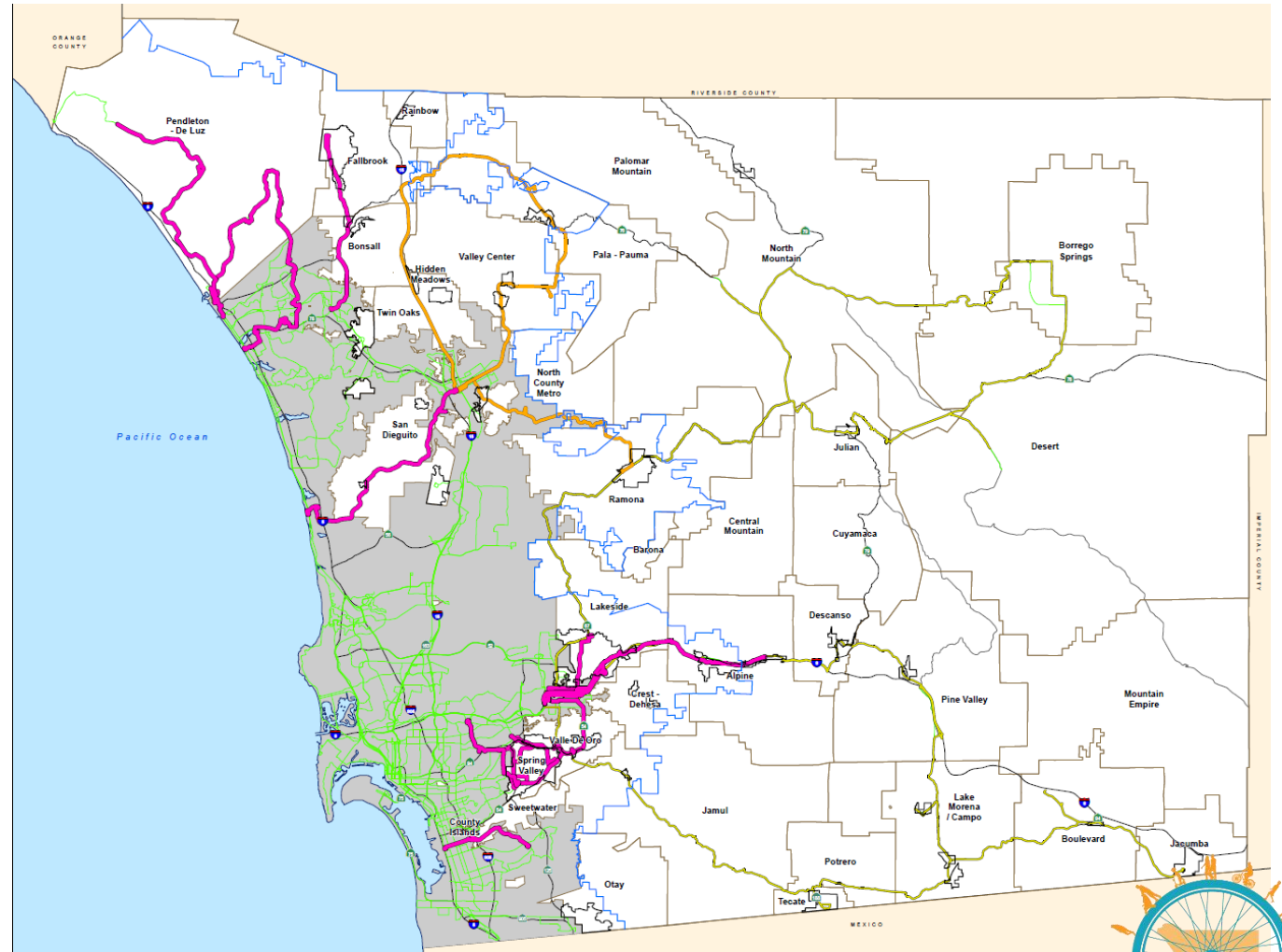
Example Trail Experience in Sweetwater

Regional Trails

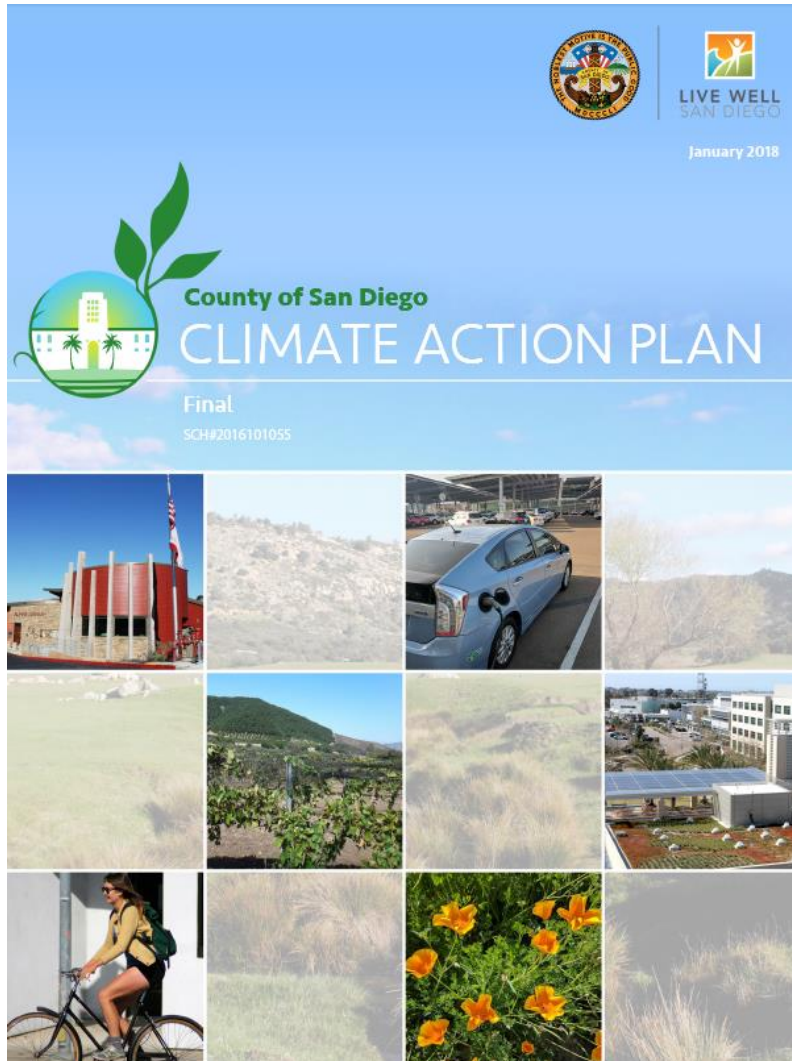


Connection to Transit

Active Transportation is often the First/Last Mile of a Transit Trip



Connection to Climate Action Plan



Greenhouse Gas Reduction Strategies and Measures

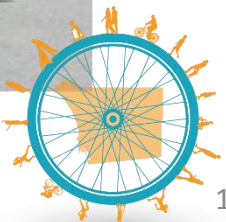
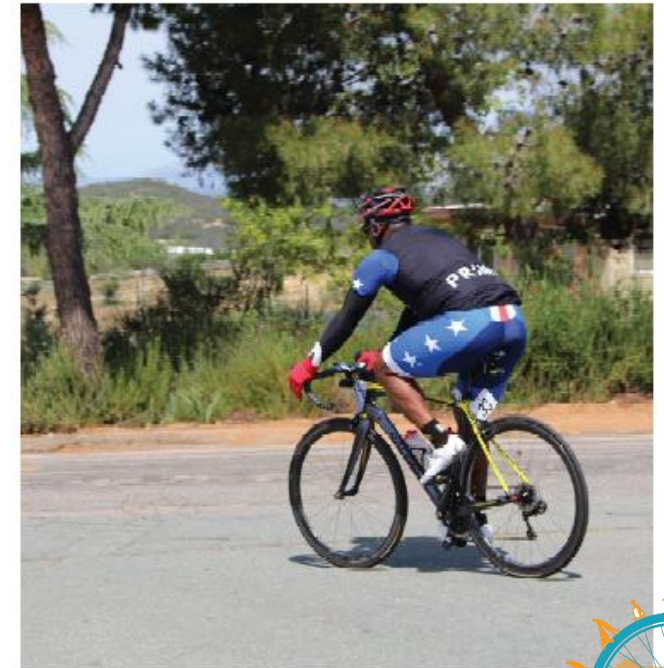
T-2.1: Improve Roadway Segments as Multi-Modal

MEASURE SUMMARY

Improve roadway segments, intersections, and bikeways to implement multi-modal enhancements for pedestrian and cyclist comfort and safety along County-maintained public roads by improving 700 centerline miles of roadway segments, including 250 intersections and 210 lane miles of bikeway improvements by 2030 and an additional 500 centerline miles of roadway segments, including 250 intersections and 210 lane miles of bikeway improvements by 2050.

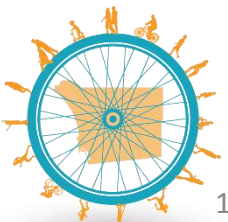
GHG EMISSIONS REDUCTIONS

2020 Anticipated GHG Reduction	0
2030 Anticipated GHG Reduction	604
2050 Anticipated GHG Reduction	1,292

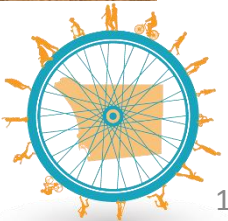


Draft Active Transportation Plan

- Draft ATP June 2018
 - Pedestrian Gap Analysis
 - Bicycle Network Evaluation Methodology
 - Bicycle Network Proposals
 - Implementation Steps
 - Funding Options

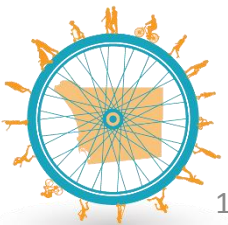


Pedestrian Gap Analysis (PGA)



Pedestrian Gap Analysis (PGA)

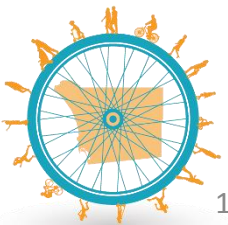
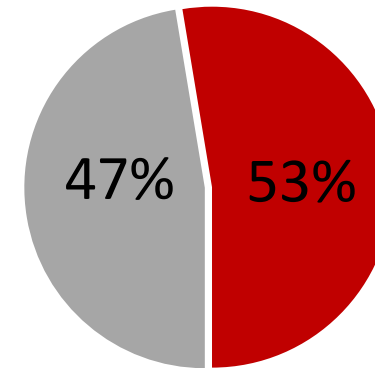
- On the ground collection of existing conditions information including:
 - Sidewalk/Pathway:
 - width, location, type, obstructions and slope
 - Driveway:
 - location, type, and slope
 - Curb Ramps
 - Crosswalks
 - Roadway information; including medians and bicycle infrastructure
 - Intersection details



PGA Results

- 760 miles of public road inventoried
- Evaluation in all community planning areas
- Full report (including maps) on project website

- Existing Sidewalk Or Pathway
- No Sidewalk Or Pathway



Sidewalk Improvement Implementation



Before



After

Descanso
Viejas Blvd

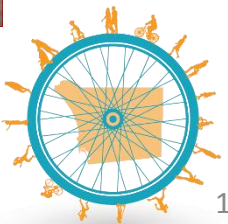


Before



After

Fallbrook
Clemmons Lane



Bikeway Classifications

Class I: Multi-use Path



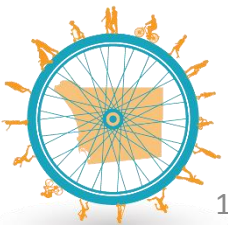
Class II: Bike Lane



Class III: Bike Route



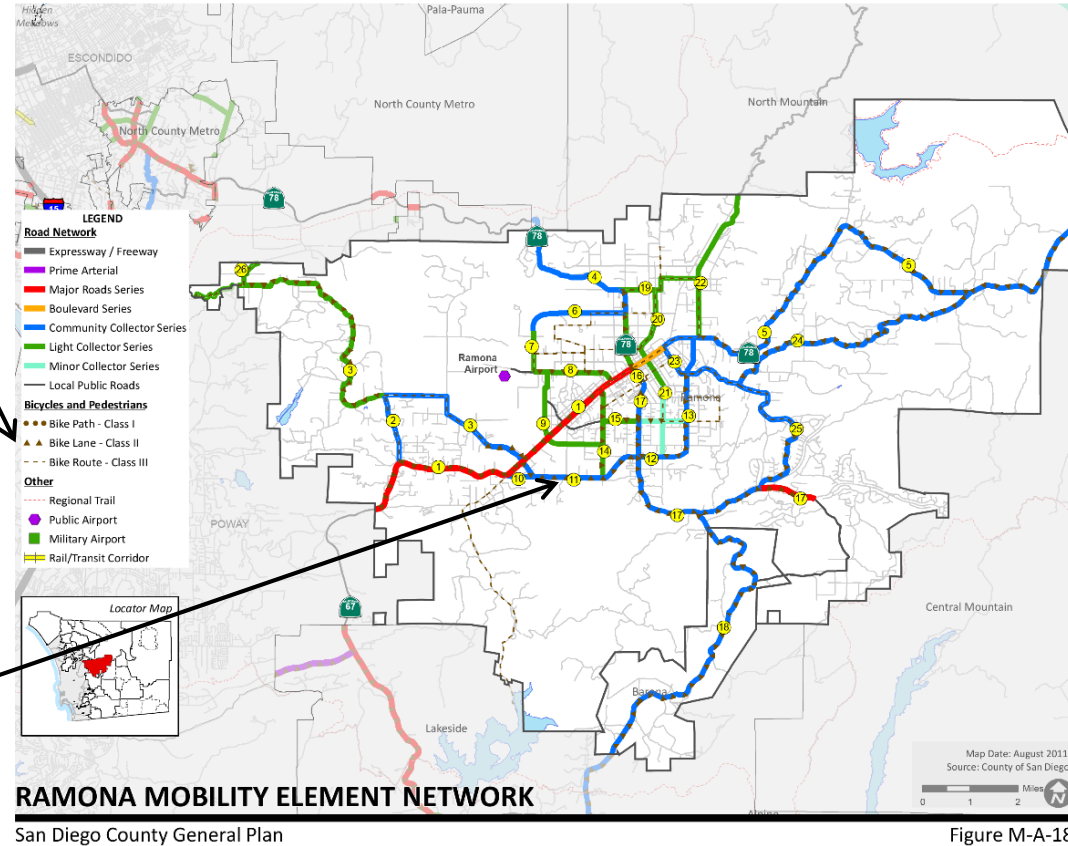
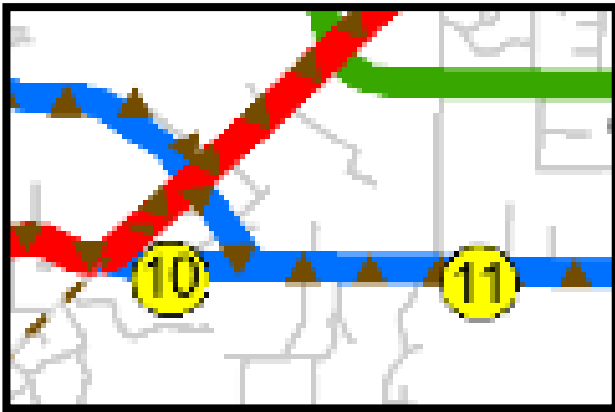
Class IV: Separated Bikeway



Update Mobility Element Bicycle Network

Bicycles and Pedestrians

- ● ● Bike Path - Class I
- ▲ ▲ Bike Lane - Class II
- - - Bike Route - Class III



Existing Facilities

Miles

Class I – Bike Path

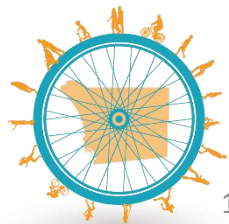
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Class II – Bike Lane

145

Total Existing Facilities

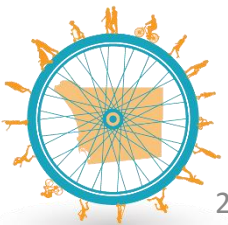
146



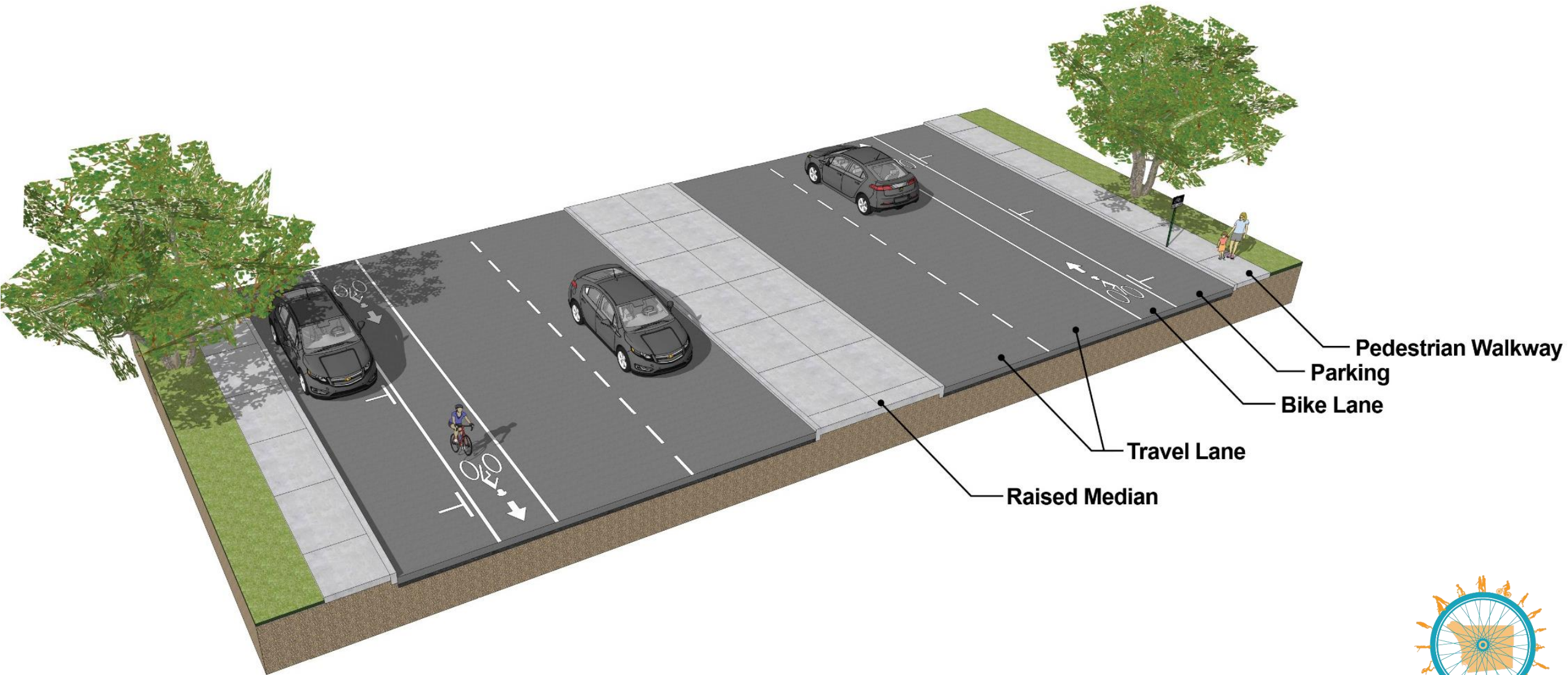
Draft ATP Bike Network

- Classifications proposed with Community Context:
 - Proximity to Schools, Parks, Commercial, Village Areas
Connected by increased protection (lower stress routes)
- Mileage* by Class**:

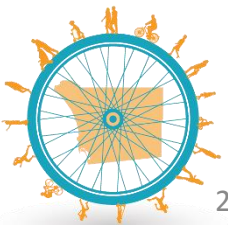
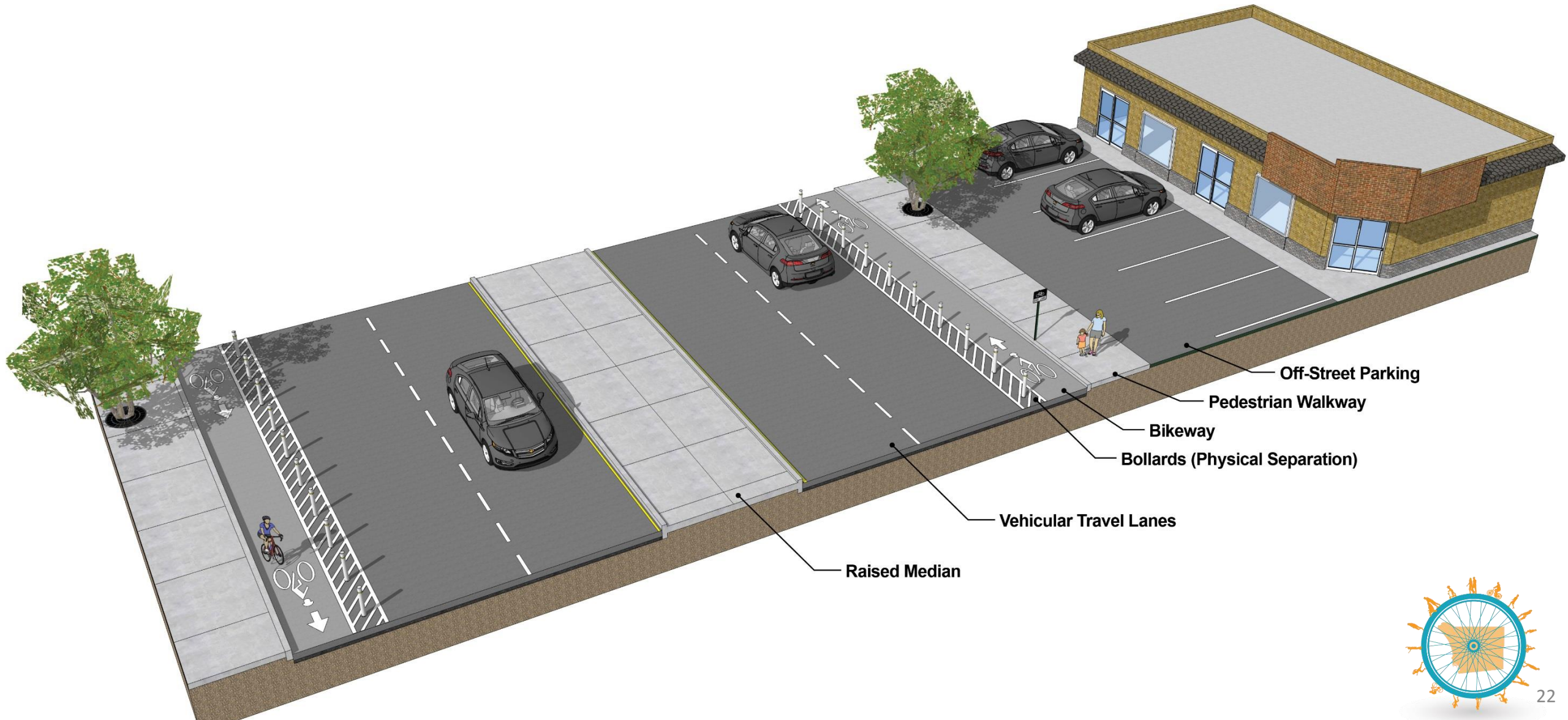
• Class I: Multi-Use Path	22.61 miles
• Class II: Bike Lane	797.34 miles
• Class IV: Cycle Track / Separated Bikeway	195.29 miles
- *County only ** 0 miles of Class III / Bike Route



Example: 4.1A Major Road Class II Bike Lanes



Example: 4.1A Major Road Class IV Bikeway



Implementation Funding

All Mobility Element improvements, including ATP, occur with the following:

Direct Dollars

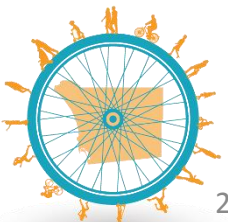
- *TransNet* Sales Tax
- Transportation Impact Fee (TIF)

Competitive Grants

- State Active Transportation Program (ATP)
- Highway Safety Improvement Program (HSIP)
- Community Development Block Grants (CDBG)
- SANDAG Active Transportation & Smart Growth Incentive Program

Private Development

- Frontage
- Off-site Improvements



Implementation

Public Improvements: Pedestrian



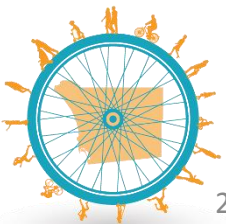
San Miguel Separated Walkway



Private Improvements: Pedestrian

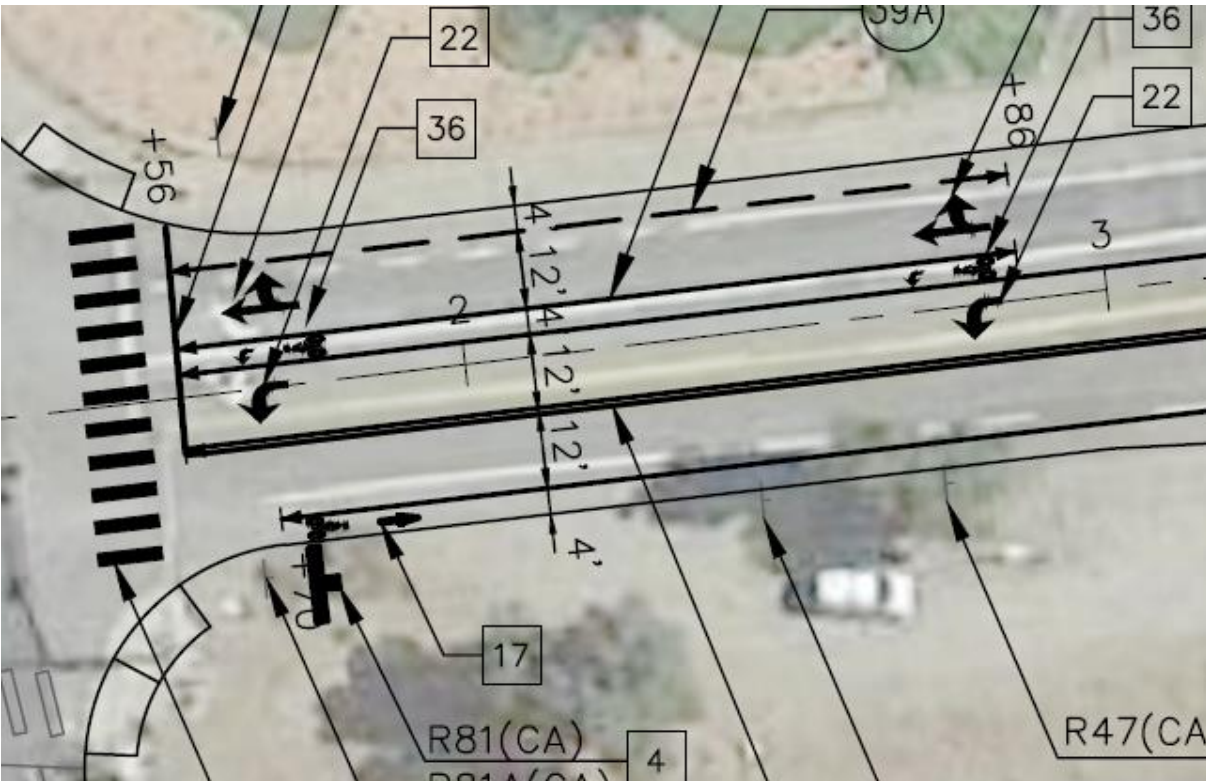


Ramona Pathway Implementation



Implementation

Public Improvements: Bike

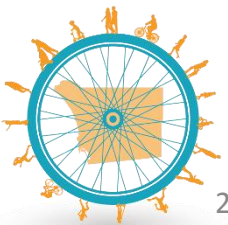


Willow Glen Road Bike Lane Restriping

Private Improvements: Bike

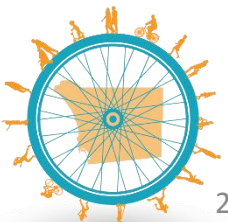


Lake Jennings Park Road Bike Lane Striping



Public Workshop Exercise (45 min)

- County-wide and community maps (for this region) are stationed around the room for review
- Review maps and provide input on bike network designations
- **What are the opportunities and concerns you have with the routes and classifications in your community?**
- **What changes would you make?**
- Provide comments to the facilitator, on sticky-notes, or on the back of your bike facility classification handout



Next Steps

- Revise Plan/Networks after Public Review - Summer 2018
- Planning Commission – Projected Late Summer 2018
- Board of Supervisors – Projected Late Fall 2018



Public Workshop Wrap Up

- Thank you for your participation today!
- Public input is key to the plans success
- For any questions or follow up after todays meeting contact:
 - Everett Hauser, Project Manager
 - everett.hauser@sdcounty.ca.gov
 - 858-694-2412

